

SAMANA.

INTERESTING FROM THE ARMY.

"This remarkable peninsula and bay is," says Mr. St. Remy, "one of those maritime positions not often met with in the course of the map of the world. It is to the Gulf of Mexico what Manzanilla is to the Indian Ocean. It is not only the military, but the commercial key of the Gulf." He somewhere calls it the "post, the head of the bridge," of the highway from the Atlantic to the Caribbean Sea and the Isthmus of Panama, called the Mona Passage, between St. Domingo on the west, and Porto Rico on the east.

The Bay of Samana is an indentation thirty miles long and about eight miles wide, in the eastern end of the Island of Hispaniola or St. Domingo. When Columbus first opened this bay in 1494 on his return from his first voyage, he thought it was a strait separating the southern part of the Island a long which he had been coasting from some other land. Samana is in the peninsula at the north of this bay. The isthmus connecting it with the main isle is now so narrow that a single vessel can pass through it. This channel, called the Gran Encrucijada, is now closed up with sand. Mountain chains rise suddenly from the low banks, and the peninsula extends from west to east about forty miles. Its greatest width is eleven miles, and its average width is six miles. It is about five miles in extent, the area of the whole peninsula is 22 square miles.

It has been said, not by original authority, however, that the whole peninsula has been transferred to our Government. We conceive it to be so, because it appears probable that the Republic of Panama, if asked to cede a spot for a New York, would be willing to surrender the whole of it, as its population is small, and in whole extent is inconsiderable.

The Bay of Samana is no better than the sea which would enter with the tide, and which is, or a formidable reef which is all of it almost a landlocked basin. The first extract from a Captain French, the south western proconsul of the mouth of the bay, W. H. Willard, and Keyes, which is a cable from the man-of-war and Samana. The passage for vessels into this bay is difficult, though the cables do not touch which separates Hispaniola from Point Canou on the main. This channel is further impeded by a shoal with only twenty-four fathoms of water lying only six cables' length from the west. From the bay, in confirmation which makes it difficult for vessels to leave with the sun-breeze, and renders it advisable for vessels to stand out with the land-breeze. The narrowness of the channel gives to the immense harbor within a singular defense against invasion. The Point of Samana, which marks the northern side of the narrow channel of entrance, is a projecting head of land, where a battery would entirely command the whole passage to the little bay within. Jack Banister, the naval officer, celebrated pirate of the 17th century, was born in self of this position, and left off two English pirates which were in pursuit of him and his crew.

With the bay affords good anchorage almost everywhere, and of course offers shelter and protection to the largest fleets. The French fleet sent out by Napoleon to carry our our on Toussaint, in honor of their hero, etc. Le Clerc's army landed here. The fleet consisted of 100 vessels of which 30 were ships of the line. The peculiar advantages which the bay offers, however, as a naval station, consists of its veins of coal. Near the mouth of the Alouzon are large veins of bituminous coal, which have also been cut with fortresses. The Alouzon flows into the bay near its mouth. It is said that the coal, which has been tried, has proved "the ultimate" for the use of steamers. But the experiments have not been followed up with any energy, and the veins have not in any place been wrought to the depth of ten feet. The general structure of the country is such that there may be coal of a better quality below. Iron, copper, and small quantities of gold, are also found on this little peninsula.

New that our Government is in treaty for the purchase of this part of the peninsula, and that we are anxious that a sixth part of the population has already emigrated from our country. The total population in 1821 was 1,200,000, of whom 1,000,000 were negroes. In this country was born in 1821, when Hayter was President of Hayti, and this part of the island formed part of his dominions. These people, with their descendants, now number about 200,000, and it is gratifying that they distinguish themselves by the cleanliness of their previous grounds, and their industry. They form the principal part of the congregation of the Missionary of the London Wesleyan Missionary Society, who reside at Puerto Plata, but occasionally visits this place, where is a Wesleyan chapel.

The population has been varied since the discovery of the Island. Columbus found on this peninsula a warlike tribe, and thought it to be thickly settled. The first blood shed in America in fight between the Indians and whites, was in a skirmish between his men and these Indians. Columbus gave the bay the name of the Bay of Arrows, in consequence. The peninsula was afterwards made a station by French Buccaneers, whose settlement there was in a flourishing state, with the iniquity of women. D'Orange, the French Governor of Domingo, supplied this west by sending to them a party, who had been sent to him from St. Malo, and the settlement thenceforth till near the end of the 17th century, when an attack from the Spaniards almost annihilated it and in 1700, the struggling remnant was withdrawn by the French Government. Till 1750 the peninsula was neglected, but in that year the Spanish Government planted a colony from the Canary Islands. Afterward some of the refugees from French St. Domingo took refuge there. The peninsula became in the last century under the various dominions of Spain, France, the Haytian Republic, and Empire, the incipient republic of Spanish Hayti of 1841, and the present Dominican Republic, which has held, since 1841, the eastern half of this beautiful island.

Boston Daily Advertiser.

FROM THE SAUT.

Correspondence of The Boston Inquirer.

SATURDAY, MARCH 1, 1854.

As we longer have a newspaper at the South, to keep the friends below advised of matters transpiring here, I conclude that a few lines, occasioally, might be acceptable to your readers. The last boat in the North Star—left the port of the South in time to escape the effects of the ice, as the river is frozen over in the month of March. Last year this boat did not run until December 2d. Everything, thus far, promises an early and severe winter. During the past week, the mercury has ranged about zero, and has been, on one or two occasions, at the low. The snow is about one foot deep, and the ice, in still parts of the river, is ten inches thick.

On the 30th ult., the schooner Samana, laden with powder, got into the river and became wind-bound some thirty-five miles below this place. As there was very great need of her cargo above the Canal Company's port Darien, a considerable inconvenience, sent down to tow her up. Having discharged her cargo, it was hoped that the high wind had broken the ice so as to let her out of the river. But she failed to get through, and is now frozen in, in a dangerous position, just about the Neches. The mines, whose supply of powder she brought, have been partially unfortunate this season in getting their article forward. During the summer a vessel load of five thousand kegs was lost by the sinking of the vessel at the De Tous. This was replaced, and got as far as Eagle River, on Keweenaw point, though not on the original route. The mines, and it will be required extraordinary exertion to get this vessel to the river. And to many of them this is a matter of almost vital importance. Several, indeed, which have progressed so far as to nearly pay expenses the ensuing season would be almost utterly ruined in credit by its loss. This is but another illustration of the inestimable benefit which is to accrue to the Upper Peninsula by the completion of the canal. The propeller Napoleon, however, is engaged to take the power forward for the sum of \$100,000.

About one hundred men are left here for the winter, to finish up the canal, under Mr. Harvey, the gentleman who has held the position of general agent for us. There is not a great deal to do, and the months of October and November had been anything like the corresponding months of last year, it would have been done and all hands gone down to the mines. And to many of them this is a matter of almost vital importance. Several, indeed, which have progressed so far as to nearly pay expenses the ensuing season would be almost utterly ruined in credit by its loss. This is but another illustration of the inestimable benefit which is to accrue to the Upper Peninsula by the completion of the canal. The propeller Napoleon, however, is engaged to take the power forward for the sum of \$100,000.

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As we are shut up in our prison house here for the next half year, we are likely to have one advantage never before enjoyed here—that of regular weekly mails. The contracts have been awarded to Mr. N. McNaught, of your city, to whom the Upper Peninsula is so much indebted for his enterprise in the transportation business, and from what we hear of his preparations in cutting out roads and fitting out caravans, we are led to conclude that his characteristic energy will not flag here.

It is supposed that a vessel containing supplies for the Bruce Mine, on the Canada shore, has been lost. These mines are furnished with a tolerable share of necessities for living during the winter, and considerable provisions, so that their operations will not be suspended. Years now.

The New Orleans papers announce the death of Seth Barton, Esq., in a place in that city on the evening of the 26th ult. During Mr. Barton's administration, Mr. Barton held the office of Collector of the Treasury.

ABOUT THE ATHENS OF AMERICA.

Correspondence of The N.Y. Tribune.

BOSTON, Saturday, Dec. 26, 1854.

We are enabled to let before our readers a copy of the Order, as issued by Gen. Garland, in relation to the taking possession of the Medina Valley by the United States. The date is Fort Filmore, November 14, and the measure may, in its consequences, prove one of much importance.

HEADQUARTERS, 1st REGIMENT OF NEW MEXICO,

FORT FILMORE, NOV. 14, 1854.

Orders No. 34.

I.—The laws of the United States having been extended by proclamation, over the Medina Valley, and the territory recently acquired from the Republic of Mexico, the undersigned, as Military Commandant of the same, directs that Lieut.-Col. Miles, Commandant of the same, shall be directed to proceed to the Medina Valley, and there hold the national flag at noon.

II.—The flag will be honored with a national salute.

III.—For the information of all concerned, it is hereby made known that National Flag will be presented by persons who properly seek to maintain and advocate civil and peaceful persons, who seek to attain their ends by violent means, and in violation of known laws, will find neither shelter nor protection under its ample folds.

Gen. George C. Gordon.

Brig. Gen. George C. Gordon.